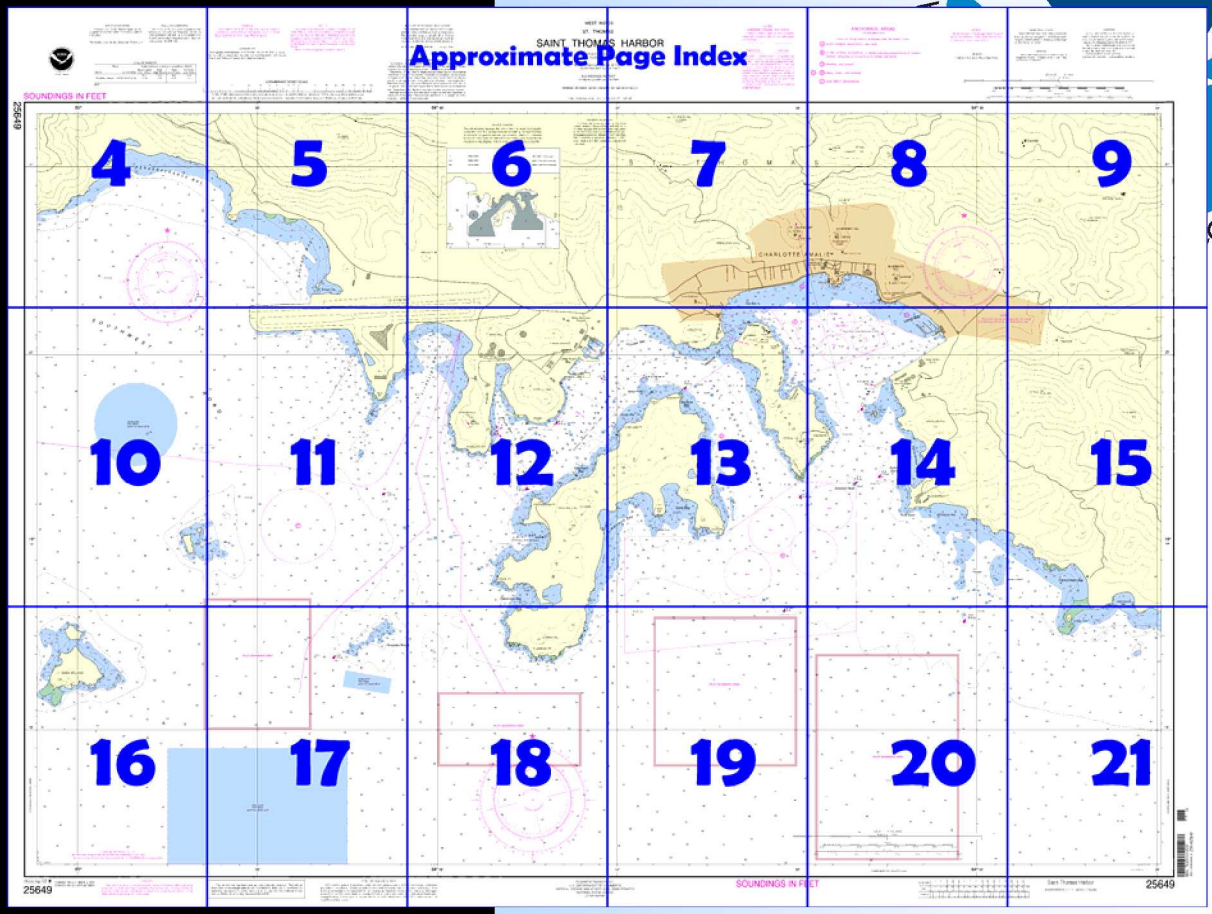
BookletChart™

St Thomas Harbor

(NOAA Chart 25649)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

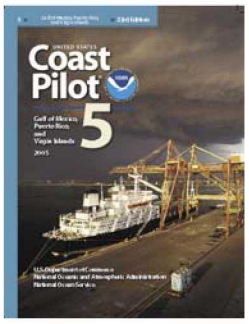
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 14 excerpts]

(89) **St. Thomas Harbor**, in about the middle of the S coast of St. Thomas Island, is the only sheltered harbor in the Virgin Islands that can be entered by large vessels. Although the oval-shaped harbor is small and open to the S, it is well protected by the high hills surrounding the other sides and provides safe anchorage except during a hurricane.

(97) The entrance channel, W of Muhlenfels Point and close E of Scorpion Rock, leads close SW of West Indian Dock; depths in the channel are about 27 feet. The entrance channel is marked by a lighted range and buoys. In April 1976, it was reported that depths of 10 to 14 feet could be taken to the waterfront at Charlotte Amalie.

(98) **East Gregerie Channel,** between Hassel Island and Water Island, has depths of 26 to 48 feet for the 350-yard center width. **Haulover Cut,** between Hassel Island and St. Thomas Island, has a least depth of 12 feet through the center of the narrow passage. At the SW entrance, a reef that uncovers extends about 80 yards into the cut from Hassel Island. Rocks, submerged and awash, border the N side of the channel. East Gregerie Channel is marked by lighted buoys. **Caution** is advised for all vessels traversing this area since it is an active seaplane landing area.

(99) **West Gregerie Channel,** between Water Island and St. Thomas Island, has depths of 26 to 60 feet for a 250-yard center width to the junction with East Gregerie Channel N of Water Island. The channel is marked by buoys and a light. A lighted radio tower at the base of Careen Hill has been reported to be an excellent mark to steer for when entering West Gregerie Channel.

(100) **Ruyter Bay,** a shoal bay on the NW side of Water Island, has a privately owned L-shaped pier, about 100 feet long with a 30-foot length at the outer end; in 1972, depths of about 6 to 10 feet were reported alongside. A depth of about 8 feet can be carried with local knowledge when approaching the pier from the NW.

(102) **Krum Bay,** NW of Water Island, has depths of 35 feet in the entrance, shoaling to 11 feet near the head. An oil company maintains a lighted T-head pier and a barge dock on the W side of Krum Bay, about 0.1 mile and 0.4 mile, respectively, N of **Mosquito Point,** on the W side of the entrance. The bay affords excellent anchorage for small vessels during a hurricane.

(103) **Lindbergh Bay,** close W of Krum Bay, is used as an anchorage by small sloops and motorboats. The entrance depths are 30 feet, gradually decreasing to a fine sand beach and several small piers at the head of the bay.

(105) **Triangle** is a group of dangerous rocks between Green Cay and Muhlenfels Point. The N and SW parts of the group are partly awash. **Barrel of Beef,** 2 feet high, is the E foul area of the group. A detached coral rock covered 16 feet and marked by a lighted buoy is nearly 0.7 mile SSE of Muhlenfels Point.

(106) **Point Knoll,** a coral head with several submerged rocks, extends 50 yards SW from Muhlenfels Point; a depth of 20 feet is about 90 yards SW of the coral head. **Rohde Bank,** 0.2 mile NW of Muhlenfels Point, has a least depth of 17 feet.

(109) Foul ground with depths less than 6 feet surround Hassel Island and Water Island up to 300 yards from shore.

(112) A rocky ledge extends 0.4 mile S of Red Point. A steep-to rock at the outer end has a least depth of 3 feet over it.

(115) Care should be taken when navigating in the main harbor of Charlotte Amalie, Haulover Cut, and East Gregerie and West Gregerie Channels, because of their use as seaplane operating areas. The seaplanes generally take off on a SE heading from Cay Bay to Rupert Rock, and occasionally from Crown Bay through the East Gregerie Channel, also on a SE heading. The seaplanes generally land on a NE heading between the light in West Gregerie Channel and Haulover Cut, then proceed into Cay Bay. The seaplanes, when landing, usually traverse the narrow Haulover Cut area at a high rate of speed. Vessels navigating in these waters should remain alert to the presence of seaplanes when operating in the areas defined above.

(117) The current velocity in East and West Gregerie Channels is about 0.5 knot, although a greater velocity has been reported in the western side of Crown Bay. Caution should be exercised to avoid being set onto the piers in the bay, particularly with a strong E wind.

(118) From W: pass 0.5 mile or more off the S end of Water Island, then steer for Muhlenfels Point until on the entrance range, and then proceed into the harbor on a heading of **344°.** The prominent white catchment area on the W side of Berg Hill helps in picking up the range in the daytime. From S: pass a mile or more W of Buck Island and enter on the range. From E: set a course to pass about midway between Buck Island and St. Thomas Island and enter on the range.

(129) Charlotte Amalie is a **customs port of entry.** Vessels are boarded at anchorage or at their berths. The customs office is in the Post Office Building.

(130) The Coast Guard has a **Marine Safety Detachment** in Charlotte Amalie

Table of Selected Chart Notes

Corrected through NM Aug. 9/03
Corrected through LNM Jul. 29/03

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:10,000 at Lat. 18°19'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

NOTE C

The Coast Guard Mooring buoy, centered in Anchorage Area A-2, is not for public use.

NOTE B

Berths located in Anchorage Areas A and B are for requirements of the naval service, but all classes of vessels may anchor.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.163" southward and 1.481" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I. WXM-96 162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U.S. Coast Guard and National Imagery and Mapping Agency.

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.738 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Charlotte Amalie (18°20'N/64°56'W)	0.79	0.74	0.05	----

(603)

ANCHORAGE AREAS

110.250 (see note A)

Limits and designations of anchorage areas are shown in color.

(A) INNER HARBOR ANCHORAGE. (see note B)

(B) OUTER HARBOR ANCHORAGE-for vessels undergoing examination by Quarantine, Customs, Immigration, and Coast Guard Authorities. (see note B)

(D) GENERAL ANCHORAGE.

(C) (E) SMALL CRAFT ANCHORAGE.

(F) DEEP DRAFT ANCHORAGE.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U.S. Coast Guard and National Imagery and Mapping Agency.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Charlotte Amalie	(18°20'N/64°56'W)	feet 0.79	feet 0.74	feet 0.05	feet ----

(603)

LOGARITHMIC

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SOUTH

Joins page 10

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North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles 0

Yards 200 0 200 400 600 800 1000 1200

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

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St. Thomas, V.I. WXM-96 162.475 MHz

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r. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

64° 58′

Crown House

1370 MICRO TOWER

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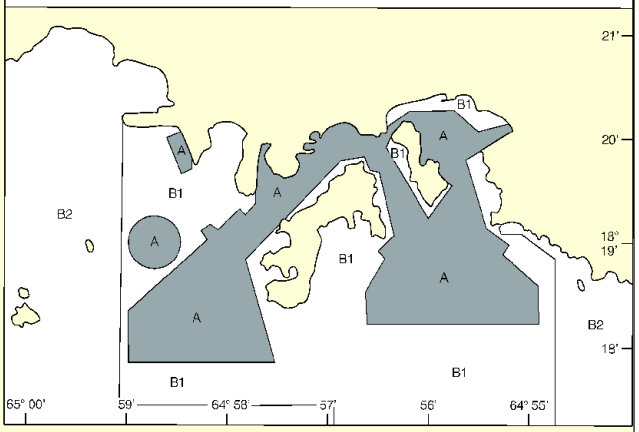
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-1993	NOS Surveys	full bottom coverage
B1	1990-1993	NOS Surveys	partial bottom covera
B2	1970-1989	NOS Surveys	partial bottom covera



Joins page 6

BROMMER HILL

110

NANA HILL

347

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216

Brewers Bay

Range Cay

Cyril E. King Airport

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Joins page 11

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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SOUNDINGS IN FE
AT MEAN LOWER LOW W

Additional information can be obtained at r

Formerly C&GS 933, 1st Ed., June 1917 V-

64° 58′

Crown House

1370 MICRO TOWER

1000

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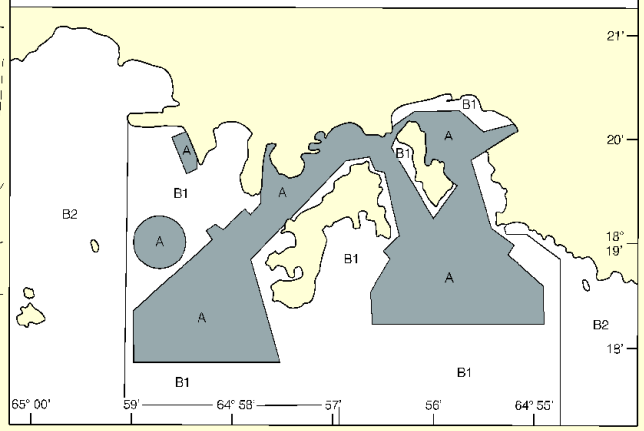

HORIZONTAL DATUM

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Joins page 5

BROMMER HILL
110

NANA HILL
347

362

120

Cyril E. King Airport

Nisky Moravian Mission

Joins page 12

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
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Yards
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FEET
WATER

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CAUTION

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Pipeline Area

Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

ANCHORAGE AR
110.250 (see note A)

Limits and designations of anchorage are

(A) INNER HARBOR ANCHORAGE. (see note B)

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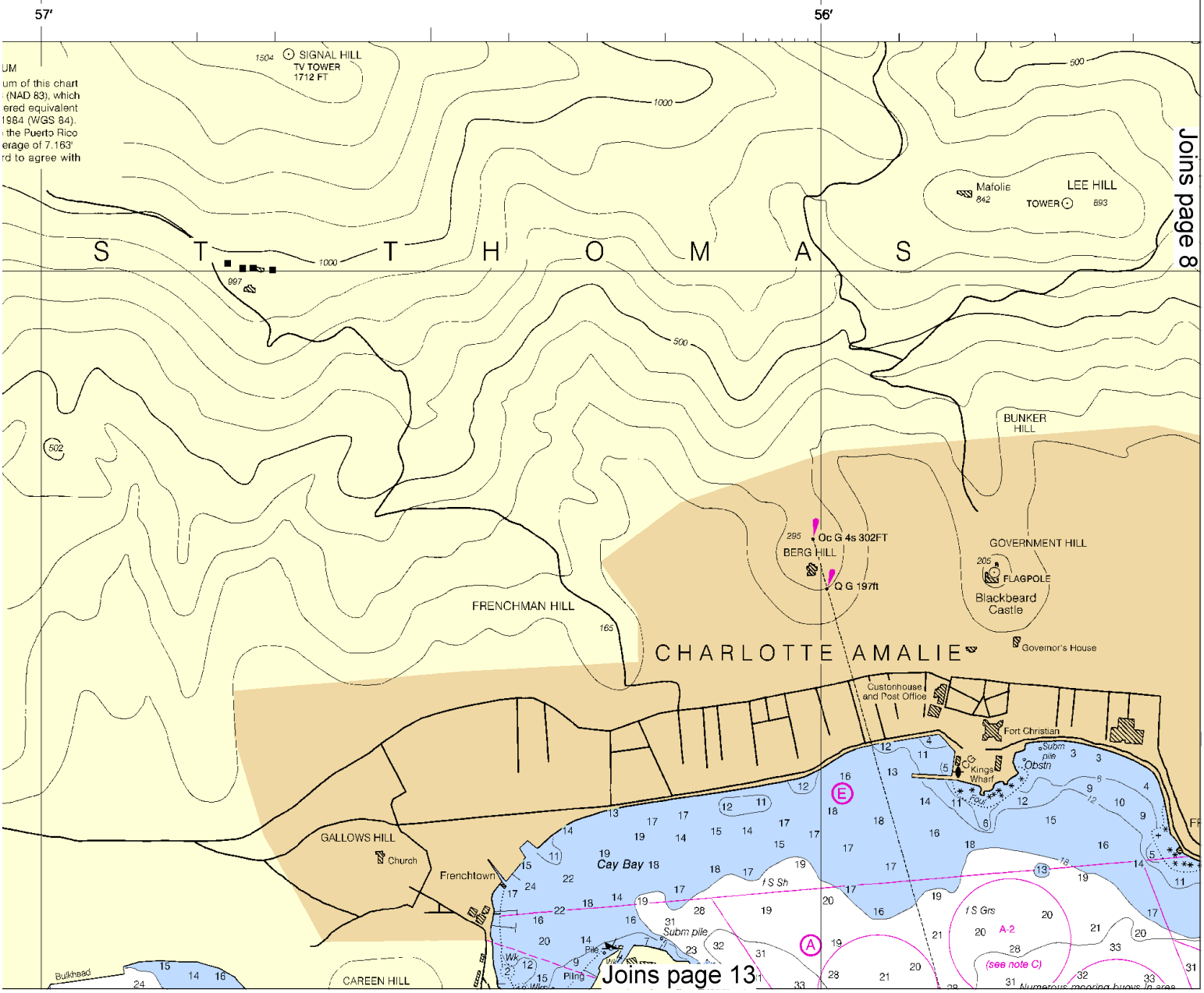

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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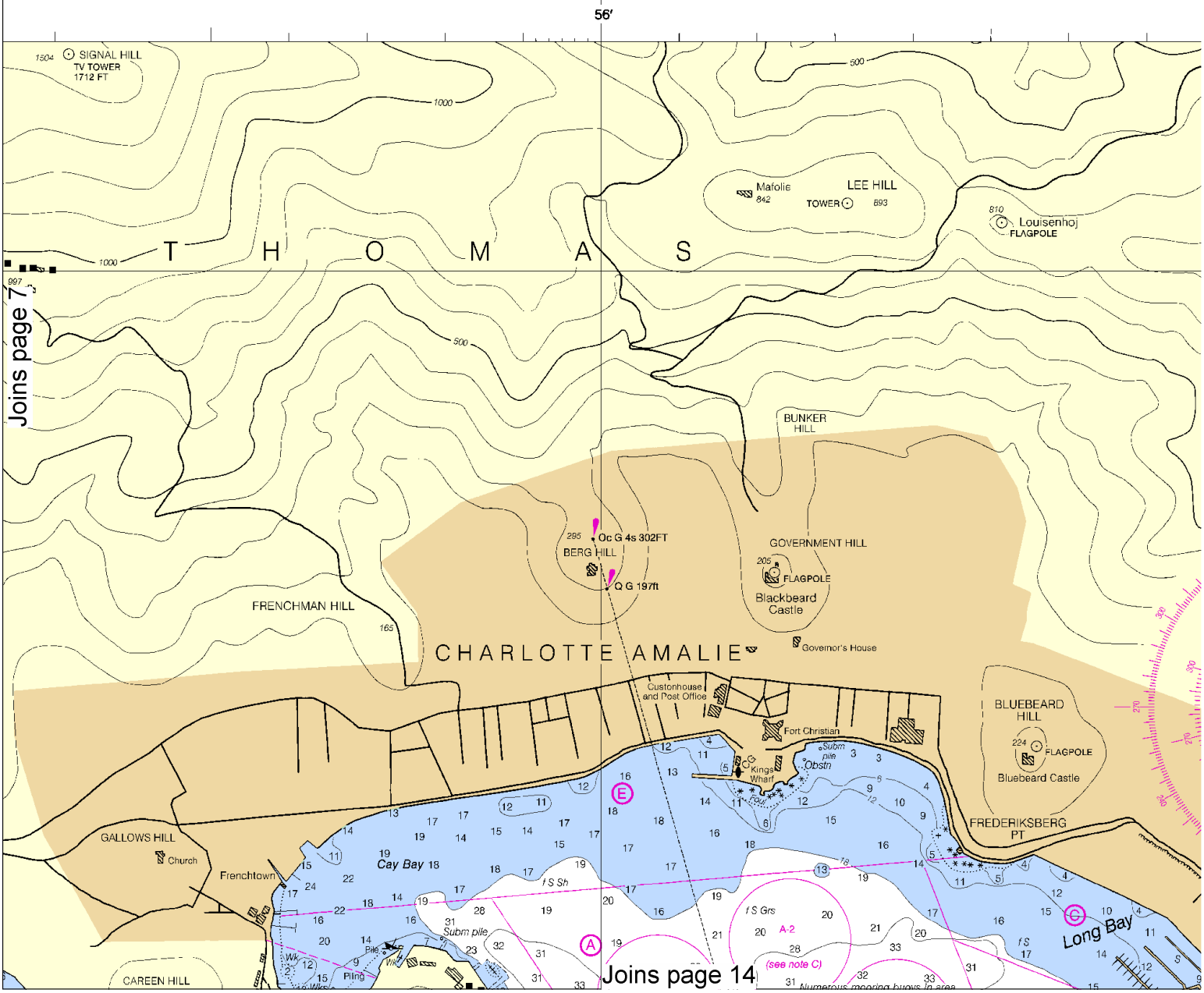

North

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

NOTE B

Berths located in Anchorage Areas A and B are for requirements of the naval service, but all classes of vessels may anchor.

HEIGHTS

Heights in feet above Mean High Water.

RADAR REFLECTORS

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CAUTION

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

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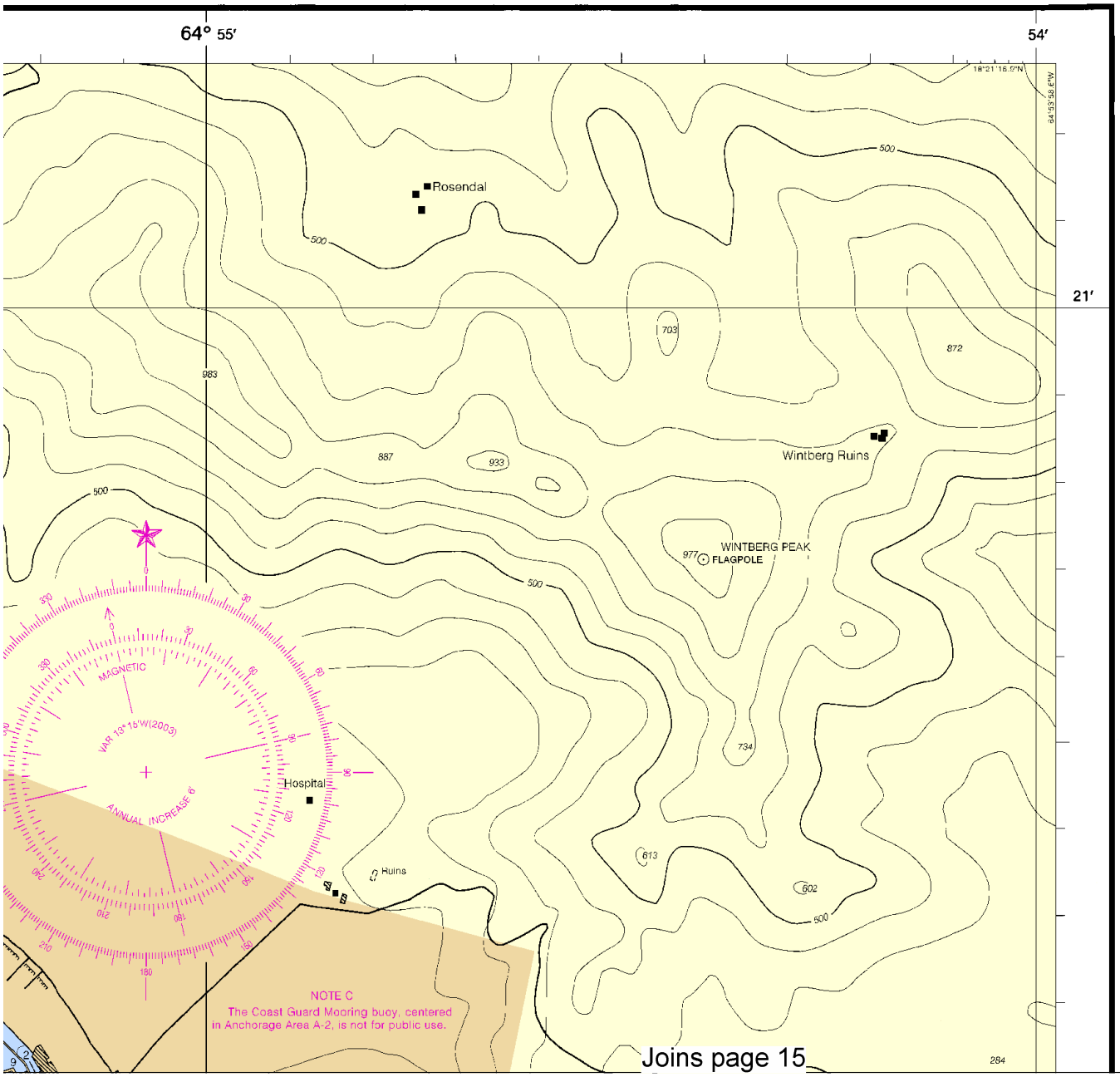
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SCALE 1:10,000

Nautical Miles
½ 0 ½

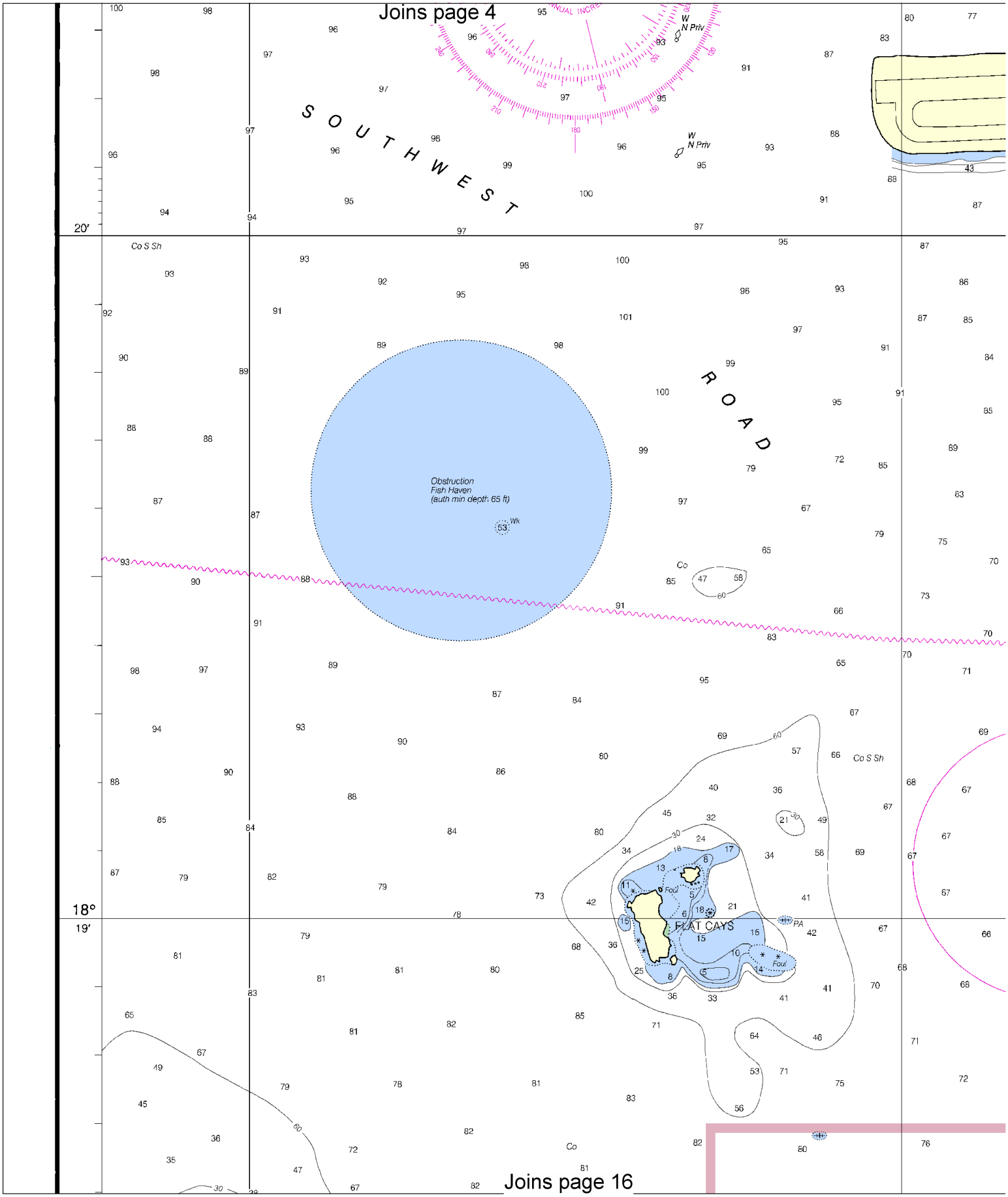
Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200



Joins page 15

Joins page 4



Joins page 16

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
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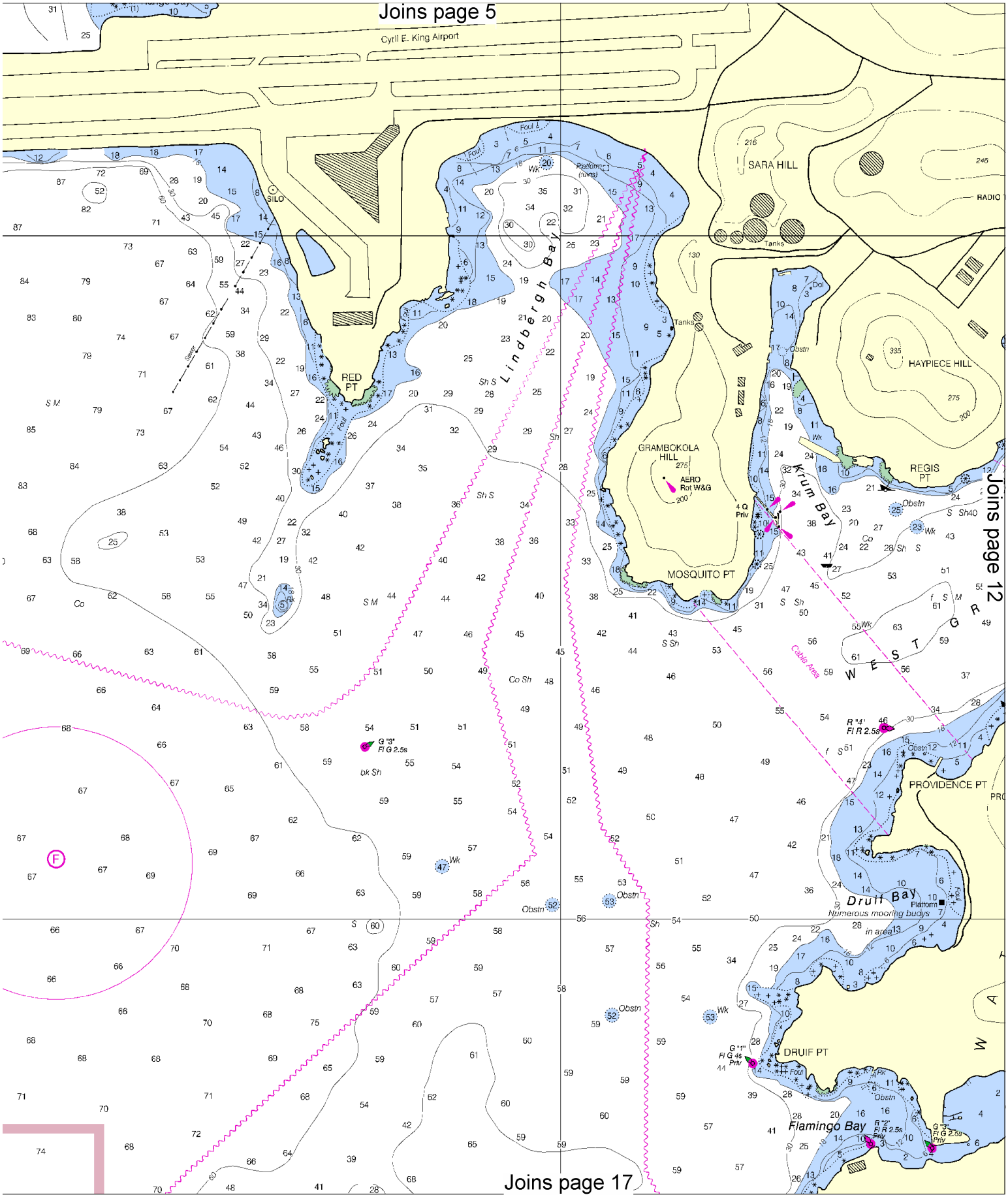
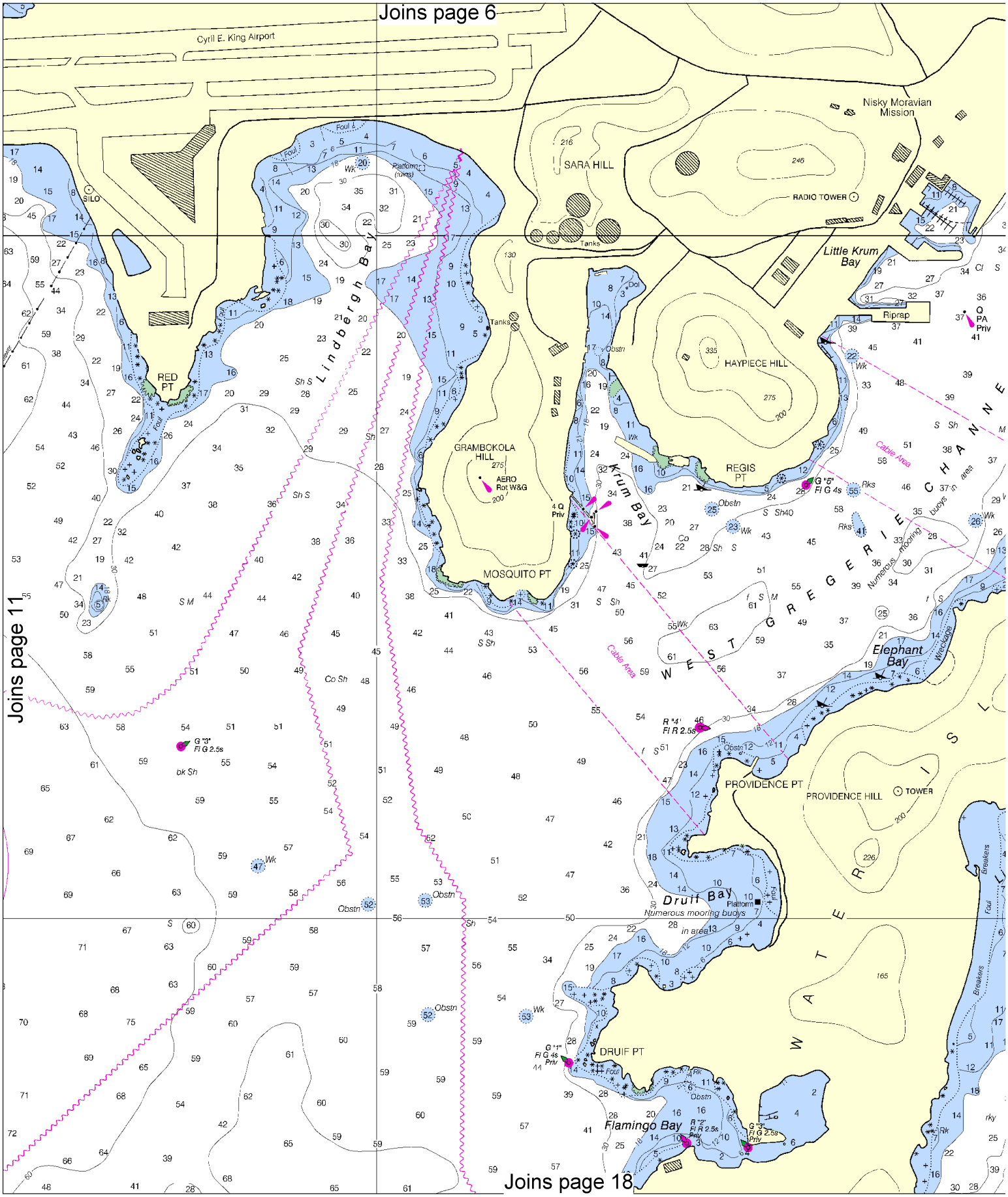

Joins page 5
Cyril E. King Airport
SILO
RED PT
Lindbergh Bay
SARA HILL
RADIO
Tanks
HAYPIECE HILL
GRAMBOKOLA HILL
AERO
Rot W&G
REGIS PT
Krum Bay
MOSQUITO PT
Cattle Area
WEST GRAND LAGOON
PROVIDENCE PT
Druif Bay
Numerous mooring buoys
in area
DRUIF PT
Flamingo Bay
Joins page 12
Joins page 17



North

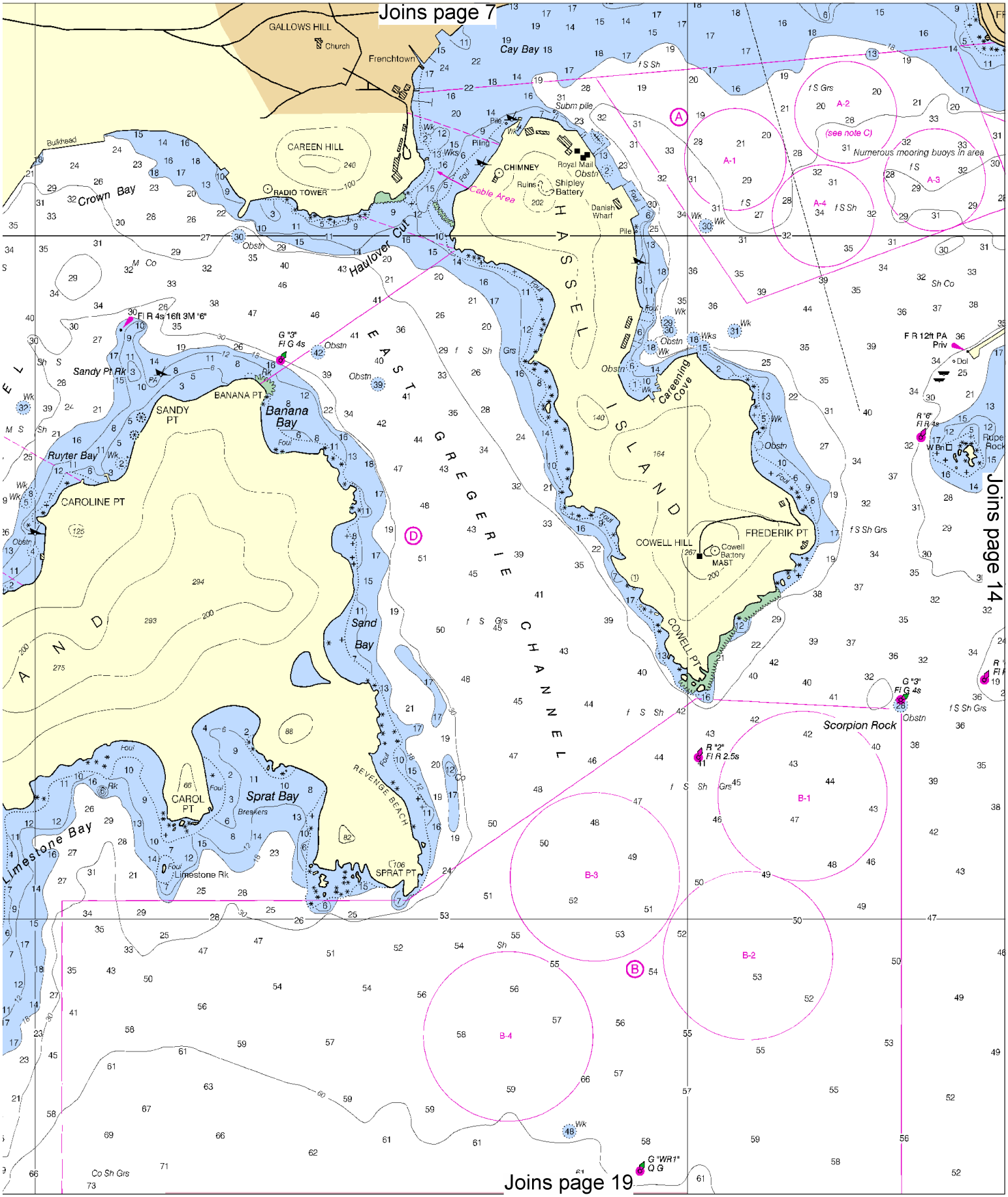
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

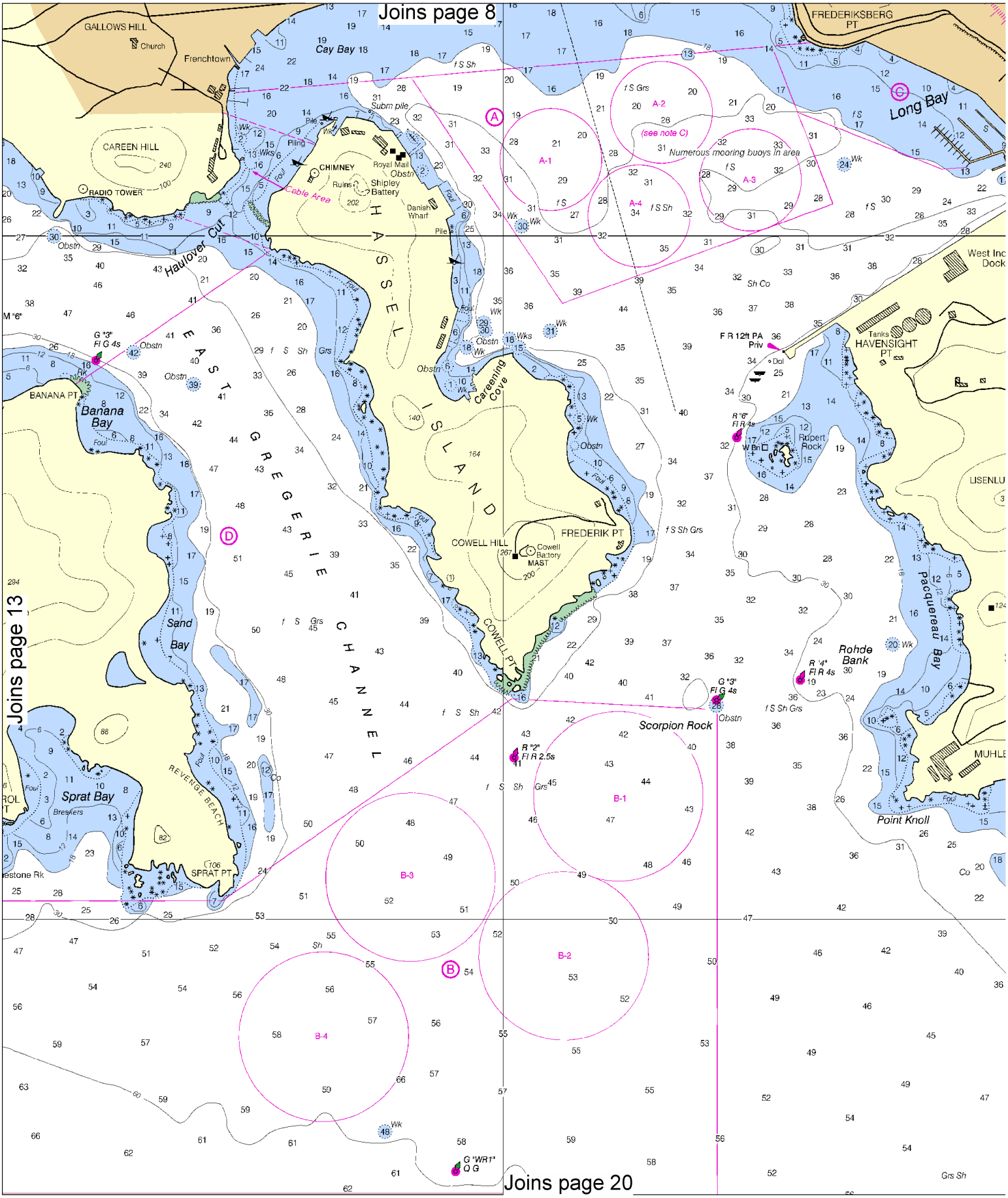
Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
GALLOWS HILL
Church
Frenchtown
Cay Bay
CAREEN HILL
RADIO TOWER
Crown Bay
Haulover Cut
CHIMNEY
Ruins
Shipley Battery
Royal Mail Obstn
Subm pile
Danish Wharf
Cable Area
Numerous mooring buoys in area
(see note C)
A-1
A-2
A-3
A-4
HASSEL ISLAND
EAST GREGERIE CHANNEL
Careening Cove
Fl R 4s 16ft 3M "6"
G "3" Fl G 4s
Sandy Pt Rk
SANDY PT
BANANA PT
Banana Bay
Ruyter Bay
CAROLINE PT
Sand Bay
COWELL HILL
Cowell Battery
MAST
FREDERIK PT
COWELL PT
Scorpion Rock
R "2" Fl R 2.5s
G "3" Fl G 4s
F R 12ft PA Priv
R "6" Fl R 4s
Rube Rock
REVENGE BEACH
CAROL PT
Sprat Bay
Breakers
Limestone Bay
Limestone Rk
SPRAT PT
B-1
B-2
B-3
B-4
G "WR1" Q G
Joins page 14
Joins page 19



North

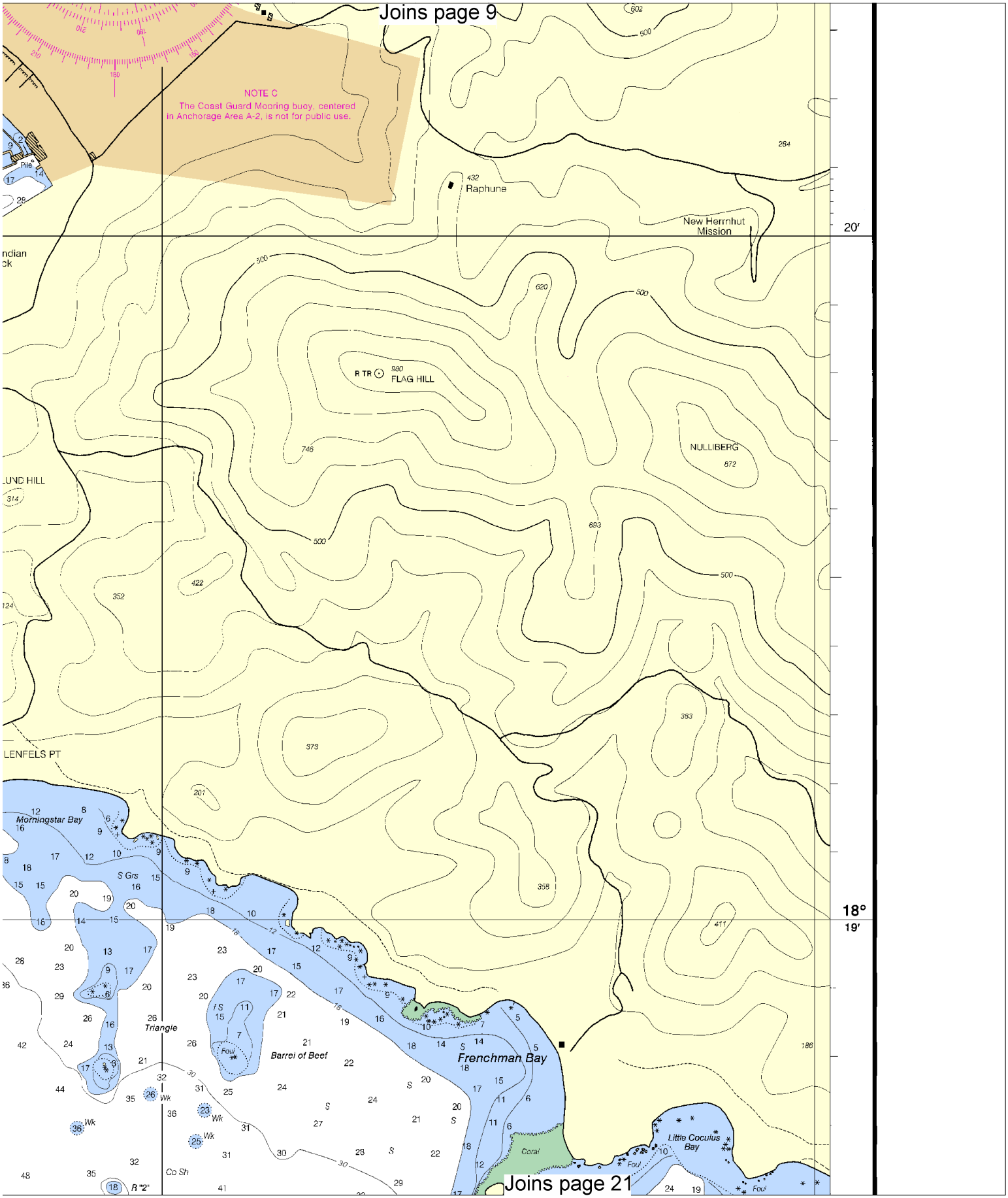
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

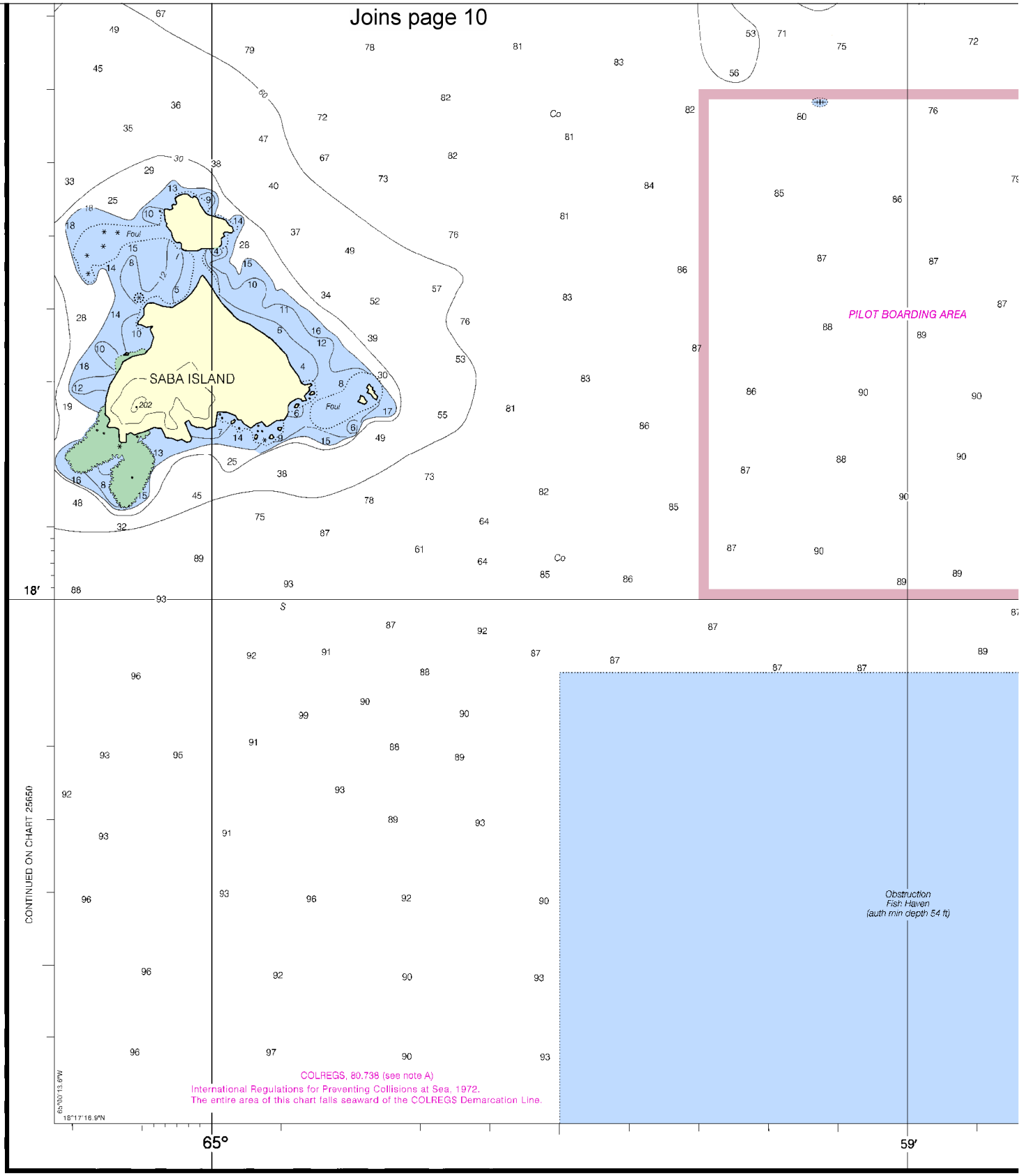
0

Yards

200 0 200 400 600 800 1000 1200


Joins page 9
NOTE C
The Coast Guard Mooring buoy, centered in Anchorage Area A-2, is not for public use.
Raphune
New Herrnhut Mission
20′
FLAG HILL
NULLIBERG
LENFELS PT
Morningstar Bay
S Grs
Triangle
Barrel of Beef
Frenchman Bay
Little Coculus Bay
Coral
Foul
Co Sh
18°
19′
Joins page 21

Joins page 10



COLREGS, 80.738 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

19th Ed., Aug. /03 ■
Corrected through NM Aug. 9/03
Corrected through LNM Jul. 29/03

25649

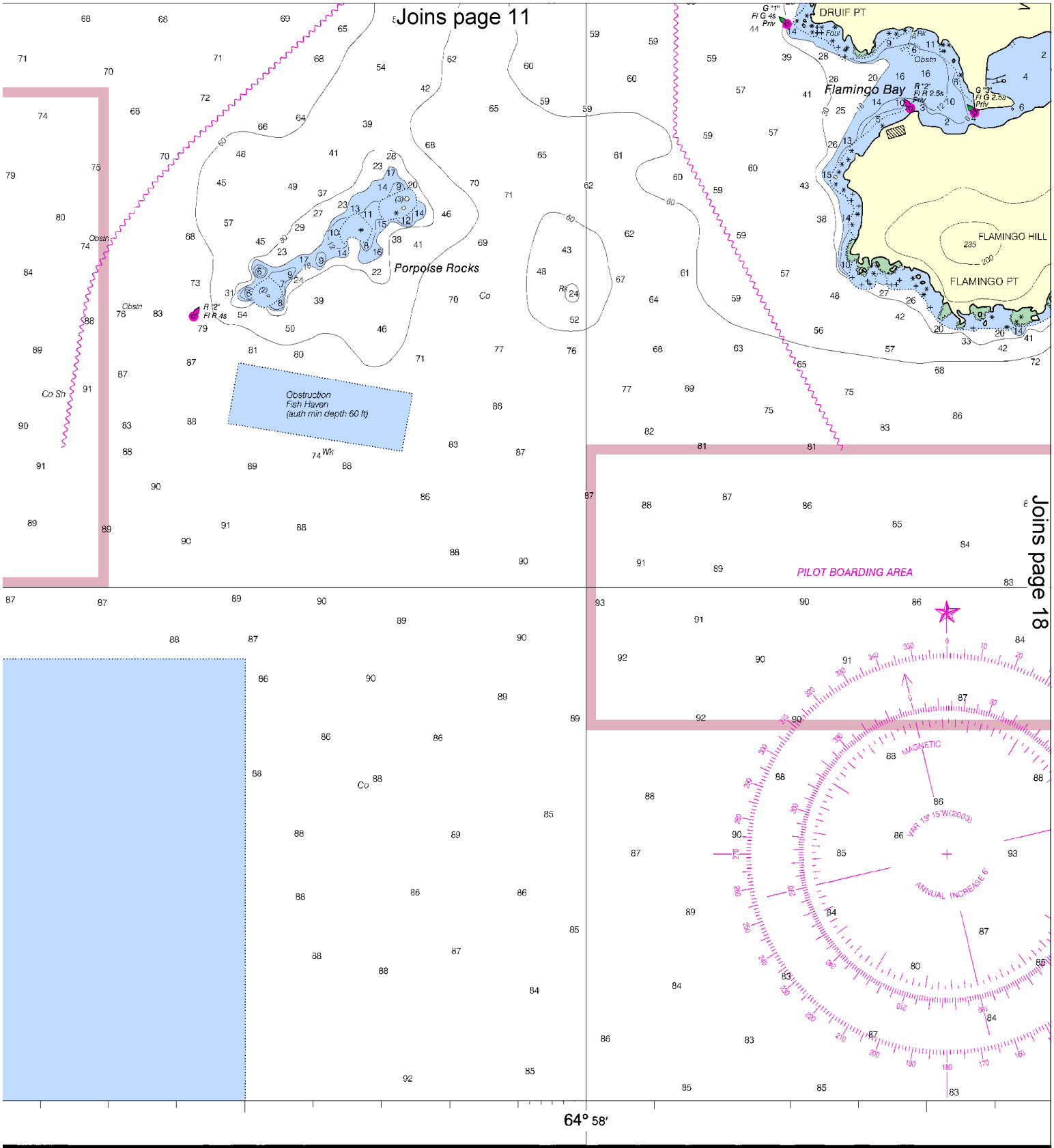
CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improving this chart to the Chief, Marine Chart Division (N/CS2), N Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://Ocea
help@OceanGrafix.com.

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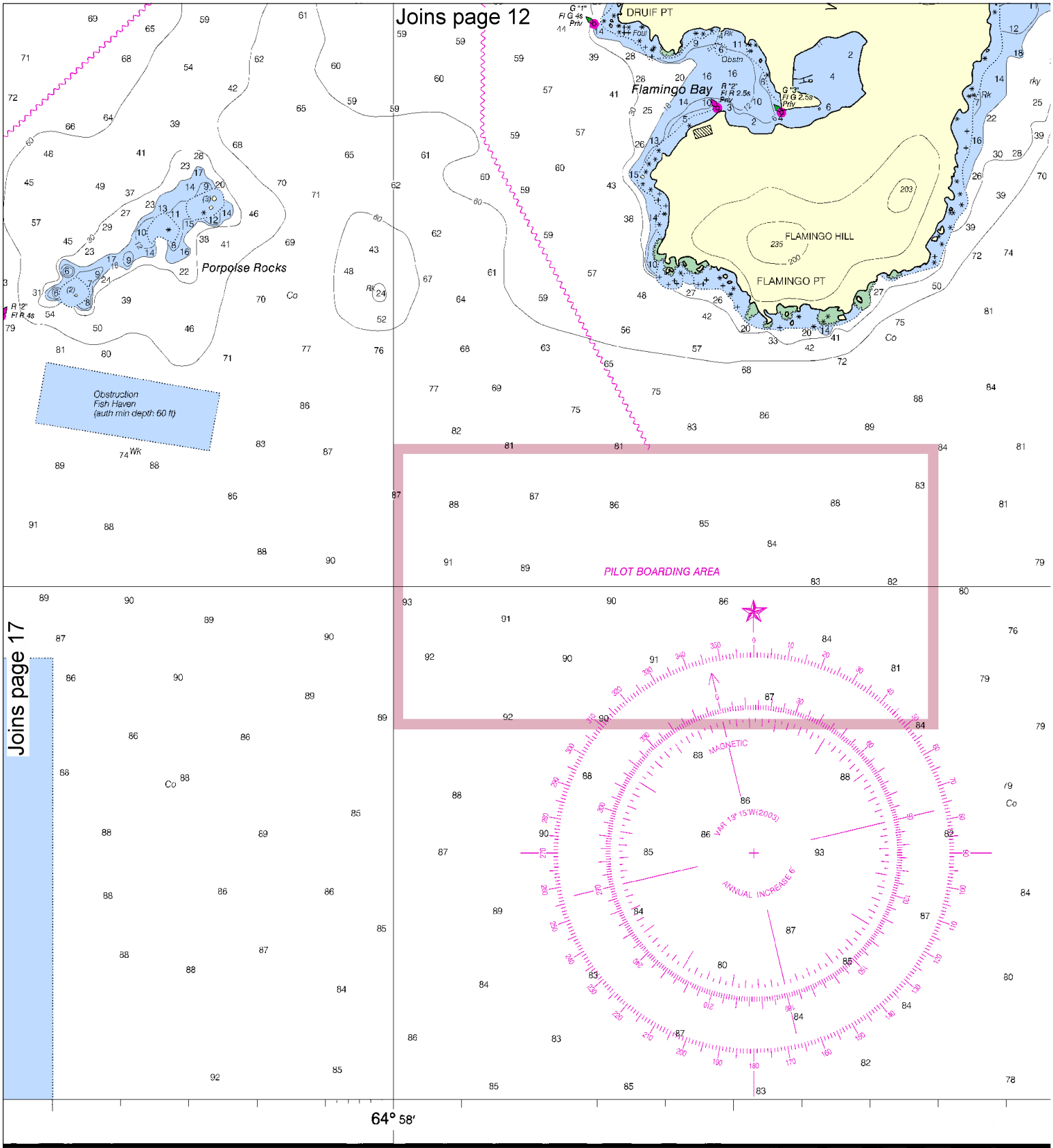

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Published at Washington, D
U.S. DEPARTMENT OF COMI
NATIONAL OCEANIC AND ATMOSPHERIC
NATIONAL OCEAN SERVIC
COAST SURVEY

North

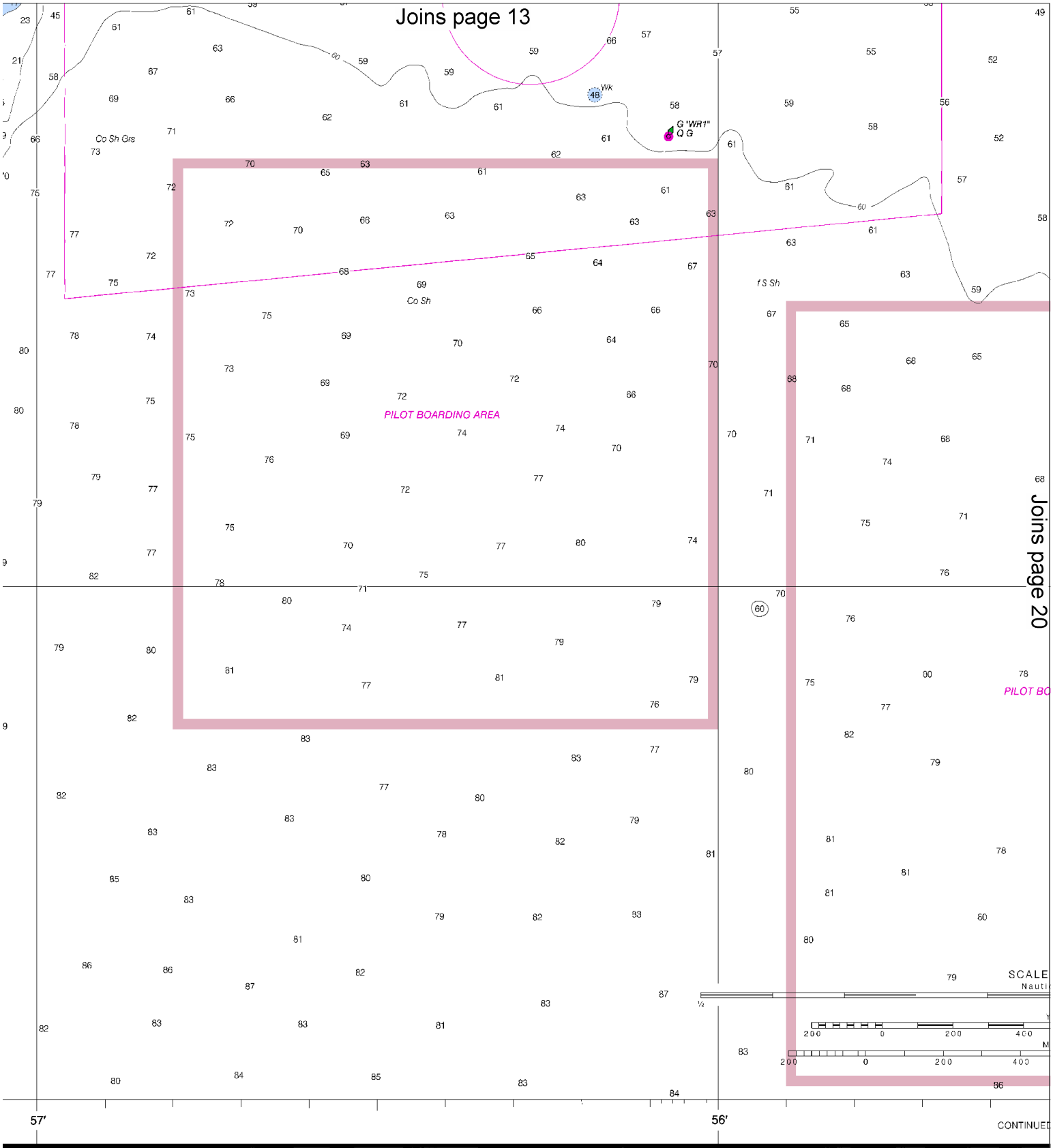
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

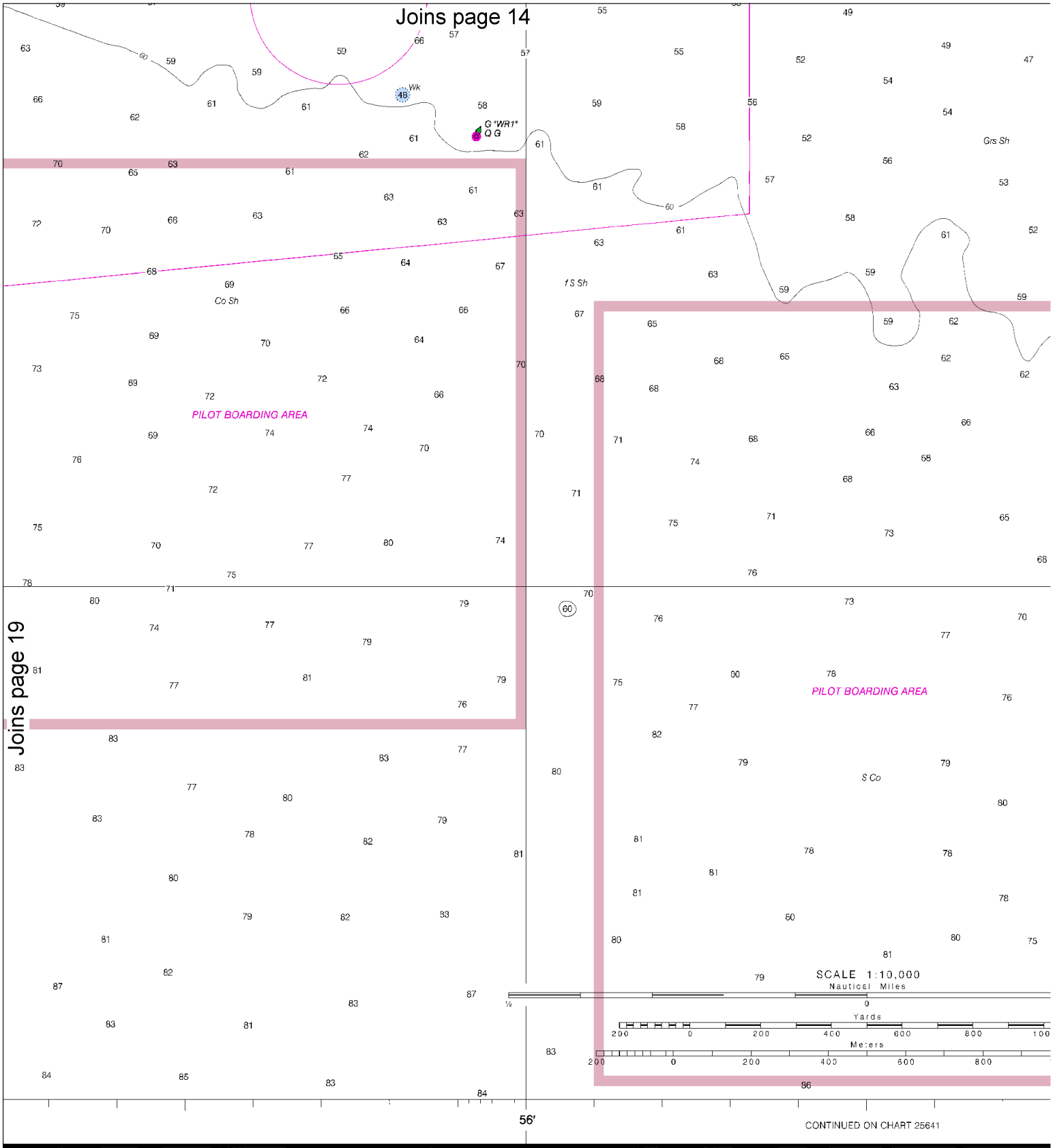
Yards

200 0 200 400 600 800 1000 1200



D.C.
MMERCE
C ADMINISTRATION
/ICE

SOUNDINGS IN FEET



SOUNDINGS IN FEET

FATHOMS
FEET
METERS

North

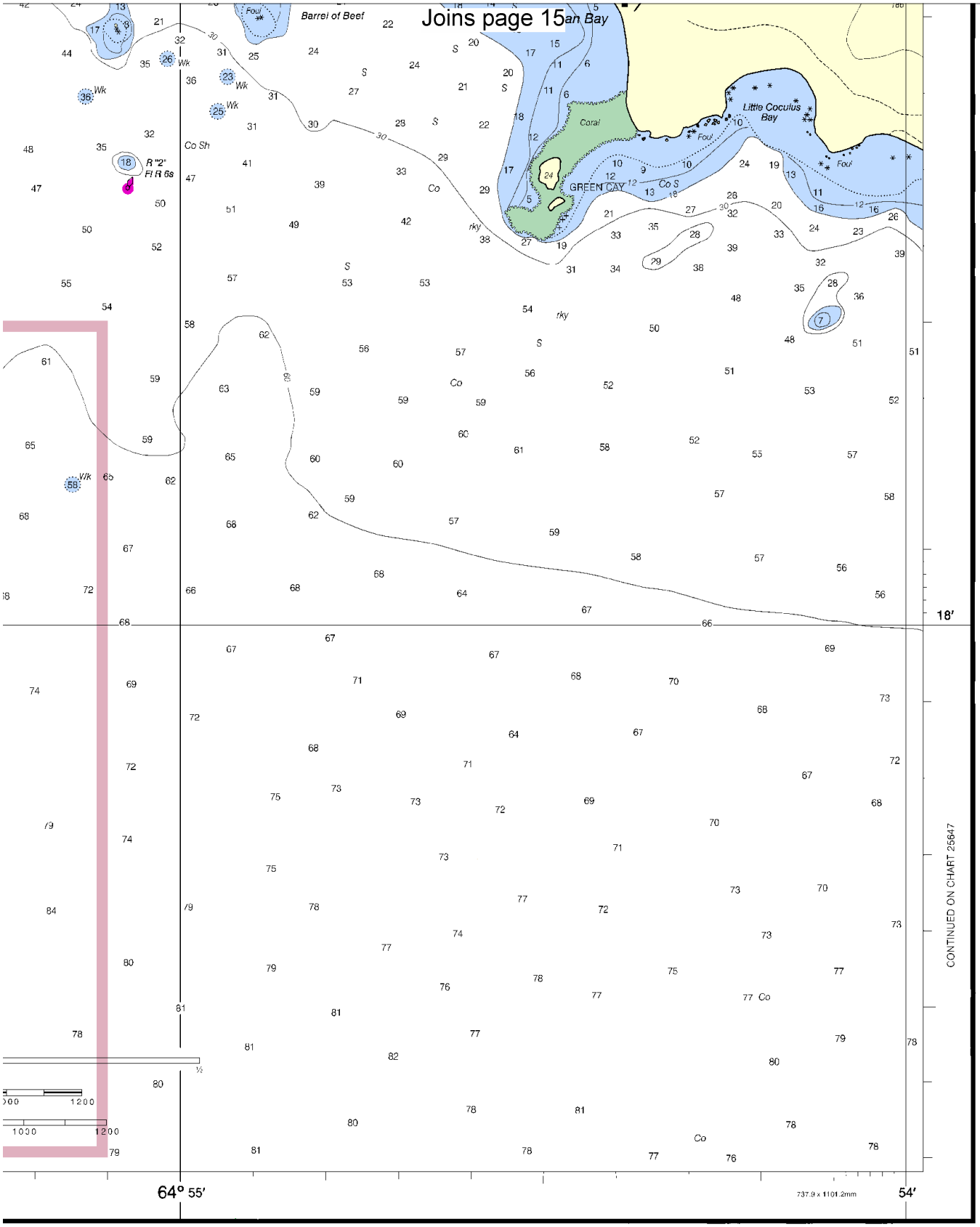
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



Saint Thomas Harbor

SOUNDINGS IN FEET - SCALE 1:10,000

25649

ED NO. 19

NSN 7642014012032 NIMA REFERENCE NO. 25AHA25649

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Virgin Islands – (284) 494-4357
Coast Guard Virgin Islands Duty Cell Phone – (284) 499-0911

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.